

# Status Report

August 2001

A Resource Guide of the 2000-2020 Bryan Comprehensive Plan, City of Bryan, Texas

## INTRODUCTION

On August 24, 1999, the Bryan City Council adopted the 2000-2020 Comprehensive Plan. The Plan was adopted as the City's guide for government officials and citizens in making decisions about land use and development. The adopted Plan outlined eight basic components, contained within a series of "Resource Guides": Vision and Goals, Land Use, Transportation, Urban Design, Municipal Services, Community Profile, Natural Resources, and Implementation.

This status report, also in the form of a Resource Guide, provides up-to-date information on the progress of each component toward the Comprehensive Plan's goals and objectives. It includes revisions to the land use and thoroughfare plans, summaries of new specific area plans for Downtown Bryan and the Central Business Corridor, and descriptions of the ongoing implementation initiatives and projects.

## LAND USE

In the last two years since adoption of the Comprehensive Plan, the City of Bryan has seen significant growth in its east, west, and central areas. Along with this growth has come the opportunity to implement specific land use actions, objectives, and goals. These items are listed below, along with current status.

## REVISIONS TO FUTURE LAND USE PLAN

Four areas have been identified for revision in the Future Land Use Plan:

**Downtown Bryan.** (Figure 1) The Downtown Master Plan includes a proposed land use and zoning strategy for the Downtown Study Area. Essentially, the core area of Downtown is recommended for a mix of retail commercial, office, civic uses, and high density residential.

The "fringe" areas and neighborhoods around the core area of Downtown are recommended for in-fill and redevelopment as either professional offices or medium density residential uses. A central component of the Downtown Master Plan (not reflected

on the overall land use and zoning map) is an appropriate business mix, as determined from market surveys within the Bryan-College Station area.

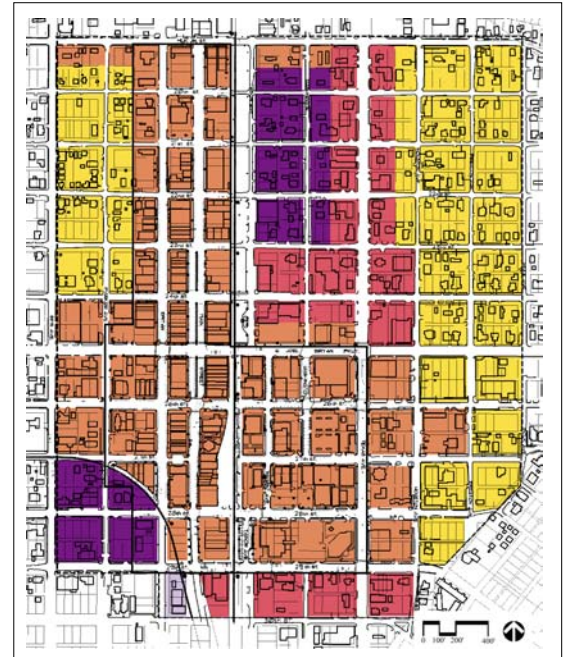


Figure 1: Proposed Land Use for Downtown.

**North Earl Rudder Freeway Corridor.** (Figure 2) The north section of Earl Rudder Freeway Corridor was also annexed in August 1999, with an intent to protect the north gateway to the City with greater land use control. The revised future land use plan for this area reflects open space for this newly annexed area, along with centralized commercial use at the intersections of North Harvey Mitchell Parkway, Woodville Road, and Tabor Road.



Figure 2: North Earl Rudder Freeway.



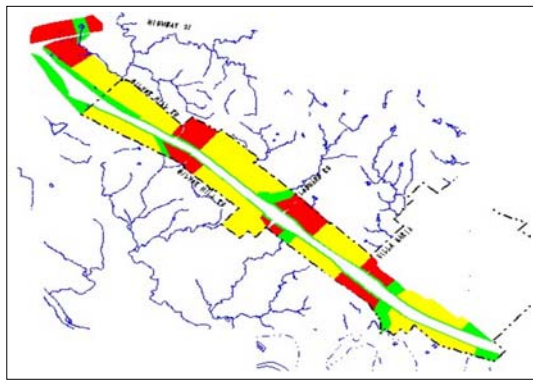


Figure 3, above: Highway 47 Corridor.

Highway 47 Corridor. (Figure 3) The Highway 47 Corridor, annexed in August 1999, is identified as a major gateway to the City of Bryan. Since that time, the prospect of future growth in west Bryan has been enhanced with projects such as Traditions Golf & Country Club at University Ranch, residential and commercial development along the Central Business Corridor, and the railroad grade separation project at Finfeather. A subcommittee of the Planning & Zoning Commission has also formulated additional site standards for future development of the large tracts along the Highway 47 Corridor. The revised future land use plan reflects centralized commercial nodes at the intersections of Villa Maria, Leonard Road, Silver Hill Road, and Highway 21, with open space and low density residential uses in between.

Central Business Corridor



Figure 4: CBC land use.

Figure 5 illustrates the location of approximately 26 properties that have been rezoned since August 1999. Two of these cases involved large Planned Development - Mixed Use (PD-M) zoning districts for golf course resort developments. Table 1 is also a new addition to the zoning map as of 2000. This table displays the current percent allocation of each zoning district in the City.

#### THOROUGHFARE PLAN REVISIONS

**Avondale Extension.** At the November 23, 1999 City Council meeting, the Council approved a resolution amending the Thoroughfare Plan by removing the Avondale Avenue extension from Carter Creek to Villa Maria (refer to Revised Thoroughfare Plan). The proposed extension for Avondale Avenue, shown as a collector on the Thoroughfare Plan, conflicted with existing development, thus making the alignment unfeasible. It was also determined that the proposed alignment would impede low-density residential development which is shown on the Future Land Use Plan for the subject area. The Avondale segment had been added to the Thoroughfare Plan after all Comprehensive Plan public hearings had occurred.

**Woodcrest Extension.** At the May 9, 2000 City Council meeting, the Council approved a resolution amending the City of Bryan 1999 Comprehensive Plan by removing the Woodcrest Drive extension from the Thoroughfare Plan. The proposed extension for Woodcrest Drive, shown on the Thoroughfare Plan as a proposed collector street, was not deemed necessary to provide adequate access to residential and commercial development on the north side of FM 158. The proposed development plan for Miramont Golf Resort reflected an alternate arrangement of collector streets to provide adequate connections from the proposed development to both FM 158 and FM 1179. Wilbur Smith Associates (WSA), the planning firm that updated the City's Comprehensive Plan, provided analysis on this request item. WSA felt that the proposed links between new local streets in the Miramont development and the existing street network in the adjacent Copperfield development were highly desirable and supported the City's transportation goals and policies.

**East Outer Loop.** Further refinement of the East Outer Loop (also known as the University Drive Extension) has also been undertaken during the past year. Sylva Engineering has been retained to perform preliminary engineering alignments of the extension of University Drive East from the intersection of FM 158

Table 1: Zoning Allocation - August, 2001

Zoning District	Designation	Acreage	Square Miles	Percent Allocation
Downtown	DT	24.45	0.038	0.1%
Mixed Use Residential	MU-1	799.81	1.25	4.0%
Mixed Used	MU-2	227.28	0.36	1.1%
Planned Development	PD	2,305.40	3.6	11.6%
Office District	O	185.81	0.29	0.9%
Retail	R	769.57	1.2	3.9%
Commercial	C	1,431.18	2.24	7.2%
Industrial	I	2,707.16	4.23	13.6%
Agricultural Open	A-O	3,905.34	6.1	19.6%
Single Family 7000 sq ft	SF-7	1,426.56	2.23	7.2%
Single Family 5000 sq ft	SF-5	5,486.57	8.57	27.6%
Multi Family	MF	632.29	0.987	3.2%
TOTAL		19901.4231	31.095	100.0%

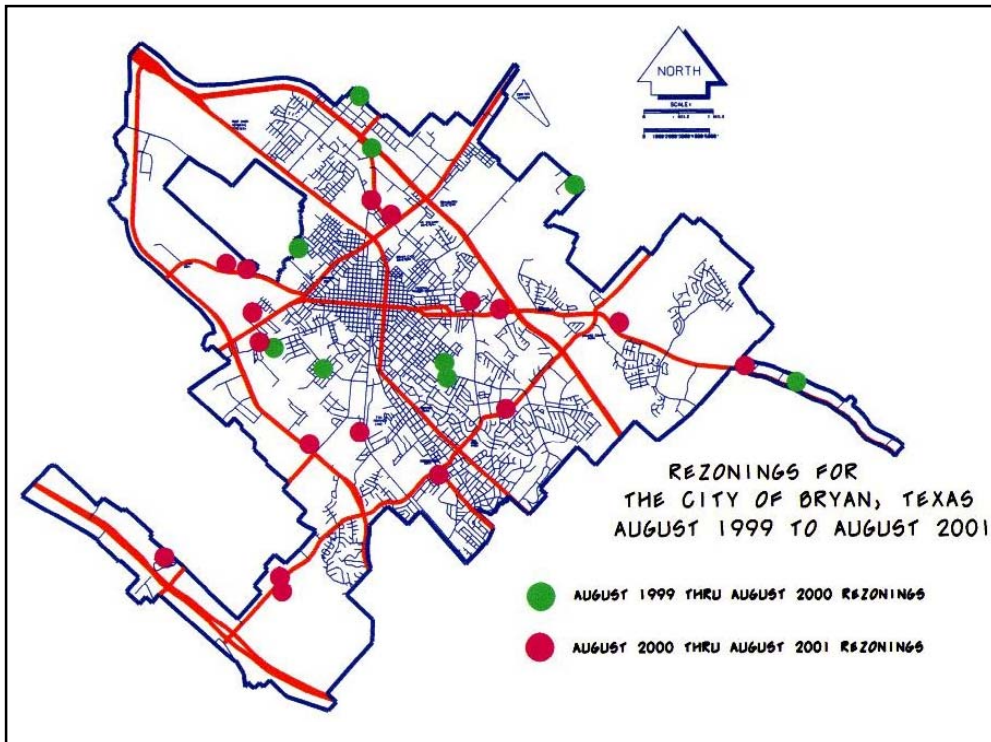


Figure 5: Zoning Map Revisions, August 1999 to August 2001.

(Boonville) to FM 1179, with the eventual alignment connection to FM 2818 (Harvey Mitchell Pkwy) at the intersection of State Highway 6. Proposed alignment has been identified to State Highway 21. Right-of-way has been acquired along the back of Copperfield Drive and more is expected with Phase II of the Miramont Golf Course Community.

#### OTHER TRANSPORTATION INITIATIVES

**Downtown Parking Garage & Transit Facility.** During the last two years, Brazos Transit, in cooperation with City of Bryan staff, Brazos County, First Baptist Church, and other stakeholders have met to determine a location and facility requirements for a proposed 5-story multimodal transit terminal and parking facility

in Downtown Bryan. Once constructed, the facility would provide office space for government agencies as well as retail and office space for private entities.

This project involves an effort to improve pedestrian access to the terminal site from the Downtown area through several federal grant opportunities, including a \$12 Million Federal Transit Administration Livable Communities Initiative, as well as a STEP Grant to link the facility to the Carnegie Library and the new Visitor Center. Land cost and currently planned capital improvements in the Downtown area will qualify toward the twenty percent local match for the federal grants.



STEP Application for "Bryan Cultural Corridor" A grant application was submitted on June 18, 2001 to TxDOT for a pedestrian corridor in downtown Bryan. The major highlights of the project are to link the new Visitor Center with the Carnegie Library via a pedestrian corridor, to create a pedestrian plaza between the Children's Museum and the Bryan Library, as well as to construct a parking lot and an interactive display with a transportation theme on the grounds of the Children's Museum. It is anticipated that TxDOT will make a decision as to which projects will be funded in December 2001.

#### Changes to Municipal Services Resource Guide

There have been changes in two main areas within the Municipal Services Resource Guide: Parks and Recreation Facilities, and Infrastructure Master Plans.

#### Parks Master Plan

The 2001 Parks, Recreation, Trails, and Open Space Master Plan is nearing completion. The Plan is an update of the 1996 Master Plan that outlined the Parks and Recreation needs of the community in short and long range areas. A citizen's survey was included as an integral part of the plan in order to include the wishes of the Bryan public.

**New Parks.** Since 1999, there have been a number of parks projects in Bryan, including new community parks as well as renovations to existing parks. These projects have been completed primarily through cooperative funding from the City of Bryan, the Bryan Independent School District, and substantial grants from the Texas Parks & Wildlife Department (TPWD).

**Austin's Colony Park** was dedicated for public use on April 6, 2001. This new 32-acre community park, located adjacent to the new Harvey Mitchell Elementary School within Austin's Colony Subdivision, features an indoor tennis center, which is used as a secondary location for the Texas A&M University Tennis Team. The park also includes a pavilion with



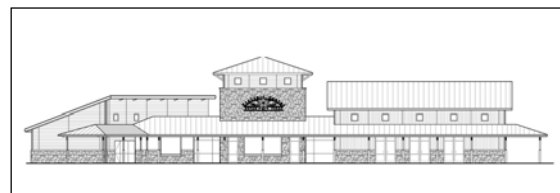
restrooms, sand volleyball, a covered basketball court, roller hockey rink, baseball and soccer fields, an archery range, horseshoe pits, 9-hole disc golf course, an outdoor exercise area, three children's playscapes, and a wetlands interpretive amphitheater along an extensive trail system.

In 2000, the new 10-acre Villa West Park was constructed adjacent to Mary Branch Elementary School, on West Villa Maria Road. This park features a pavilion with restrooms, tennis courts, sand volleyball, a covered basketball pavilion, horseshoe pits, soccer and baseball fields, two covered children's playgrounds, an outdoor classroom/amphitheater, and over ½ mile of a paved trail system.



*Villa West Park.*

**Visitor's Center.** In January 2001, the City of Bryan was awarded a Statewide Transportation Enhancement Program (STEP) grant from TxDOT to build a new visitors center on the historic Coulter-Hoppess estate, located within an entire block on William Joel Bryan Parkway. This project involves the renovation of the existing homestead, with new facilities to bring new visitors to the Downtown area. Two structures are being preserved. The John Coulter home, constructed around 1870, is the oldest standing structure in Brazos County. The other structure is a carriage house that was constructed around 1880. A museum is planned in addition to the visitor center. The museum will be used to showcase and interpret various modes of transportation from 1880 to present.



*West Elevation of proposed Visitor's Center.*

**Renovations & Additions to Existing Facilities.** There are currently several major projects involving existing parks:

- Sue Haswell Park – gateway signs, "Path of Presidents" exhibit, new pavilion facility, fountain.
- Henderson Park – expansion of existing park, new swimming pool.

- Tanglewood Park – repairs to existing facilities, extensive landscaping and irrigation, additional pavilion with restrooms, lighting upgrades.
- Tiffany Park – 9-hole disc golf course, extensive trail system, landscaping and irrigation, repairs to existing facilities, new rubber surfacing at play units.
- The Oaks Park - new playground, ball fields.
- Camelot Park – 9-hole disc golf course.
- Bryan Municipal Building – new fountain and sculpture.

#### Infrastructure Master Plans

Using original data collected from the 1999 Comprehensive Plan, the Engineering Division is in the process of updating master plans for water, sewer, and storm drainage.

1. **Water System Master Plan** – The previous water master plan was completed in 1992. The City of Bryan is currently under contract with Camp Dresser McKee, Inc. to update this plan, utilizing a Geographic Information System (GIS). This new GIS system will provide information about needed capital improvements to increase existing capacity and fire protection, and it will guide development to ensure adequate infrastructure is installed. Fire hydrant coverage will be mapped to identify any areas needing additional hydrants. This project is anticipated for completion in Spring 2002.

2. **Wastewater System Master Plan** – The City of Bryan is under contract with Black & Veatch, Inc. to update the Wastewater Master Plan. Essentially, the plan identifies existing sewers needing replacement to increase capacity. The project also involves the design of seven prior repair projects and capacity analysis at three existing treatment plants. Future land use and growth projections are being utilized to determine a capital improvement and growth strategy that will guide the City of Bryan's infrastructure development. This project is anticipated for completion in Spring 2002.

3. **Storm Sewer Mapping Project** – Mapping of existing storm sewers is also being undertaken in order to plan for capital improvements and help guide future development. Funded by the Drainage Utility Fee, this project fulfills a requirement by the National Pollution Discharge

Elimination System (NPDES) Phase II rules from the Environmental Protection Agency (Bryan will be required to be in full compliance in 2003). Surveyors are utilizing GPS technology to accurately locate drainage infrastructure and perform condition assessments within a GIS system linked to a storm sewer model (SWMM). This project is anticipated for completion in Spring 2003.

#### Changes to Community Profile Resource Guide

Preliminary demographic information from the recent Census 2000 was received in May 2001. According to this preliminary data, Bryan's total population experienced a 19.38 percent increase from 1990 to 2000, with a total of 65,660. Table 2 (which is an update of Table 4 in the Community Profile Resource Guide – page 6) provides a comparison of 1990 versus 2000 numbers for gender, race, and Hispanic composition. The most notable increase came in the Hispanic population, which accounted for most of the overall population increase during the last ten years.

Table 3 (which is an update of Table 5 in the Community Profile Resource Guide – page 7) reflects a comparison of 1990 versus 2000 data for household types. Essentially, the total number of family households has decreased proportionately with the increase of non-family households in Bryan.

Table 2  
Gender, Race, and Hispanic Composition of Bryan  
1990–2000

Category	1990		2000	
	Population	Percent of Total	Population	Percent of Total
<b>Gender</b>				
Male	27,256	49.60%	32,701	49.80%
Female	27,746	50.40%	32,959	50.20%
Total	55,002	100.00%	65,660	100.00%
<b>Race</b>				
White	38,437	69.90%	42,452	64.70%
Black	9,452	17.20%	11,918	18.20%
American Indian, Alaska Native	135	0.20%	532	0.80%
Asian or Pacific Islander	851	1.50%	1,343	2.00%
Other race	6,127	11.10%	9,678	14.7
<b>Hispanic</b>				
Hispanic or Latino	11,000	20%	18,271	27.80%
Not Hispanic or Latino	44,002	80%	47,389	72.20%
Total	55,002	100.00%	65,660	100.00%

Table 3: Household Types in Bryan 1990-2000

Household (HH) Type	1990		2000	
	Number of	Percentage	Number of	Percentage
	HH	of HH	HH	of HH
<b>Family Households</b>				
Married Couple with children	5,338	25.80%	5,136	21.60%
Married Couple with no children	4,845	23.40%	5,374	22.60%
Male Householder with children	288	1.40%	431	1.80%
Male Householder with no children	397	1.90%	597	2.50%
Female Householder with children	1,788	8.60%	2,101	8.80%
Female Householder with no children	740	3.60%	1,236	5.20%
<b>Total Family Households</b>	13,396	64.60%	14,875	62.60%
<b>Non-family households:</b>	7,309	35.30%	8,882	37.40%
<b>Total</b>	20,705	100.00%	23,759	100.00%

One other notable category of currently available information from the 2000 Census is the ratio of owner-occupied versus renter-occupied housing units. In Bryan, the ratio is currently fifty percent owner-occupied and fifty percent renter-occupied. No other categories of Census 2000 information are available at the time of this report.

#### Changes to Natural Resource Guide

There have been changes in two main areas within the Natural Resources Resource Guide: Recycling and Resource Recovery, and Urban Stormwater Pollution Discharge Permit Requirements.

Recycling and Resource Recovery. In 1996 the City of Bryan became a Clean Cities 2000 member. In 2000, the program was reorganized by TNRCC and the City became a charter member of the Clean Texas Program. The City continues to promote the use of privately owned recycling drop-off facilities, including the City of Bryan composting facility. The City promotes several recycling programs to the citizens as effective methods for reducing solid waste. Public education campaigns related to these topics have also been in effect.

Urban Stormwater Pollution Discharge Permit Requirements. In November 1999, the EPA issued Phase II of its 1990 Storm Water Permitting Program. This is the next step in the EPA's effort to preserve, protect, and improve the Nation's water resources from polluted water runoff. The Phase II program expands the Phase I program by requiring additional operators of municipal separate storm sewer systems (MS4s) in urbanized areas and operators of small construction sites, through the use of NPDES permits, to implement programs and practices to control polluted

storm water runoff. Phase II is intended to further reduce adverse impacts to water quality and aquatic habitat by instituting the use of controls on the unregulated sources of storm water discharges that have the greatest likelihood of causing continued environmental degradation.

The City of Bryan will develop a comprehensive management program that will address urban storm water runoff. The program will incorporate the following requirements:

1. Develop, implement, and enforce a storm water management program designed to reduce the discharge of pollutants from the MS4 to the "maximum extent practicable" to protect water quality, and to satisfy the appropriate water quality requirements of the Clean Water Act.
2. The storm water management program must include the following six minimum control measures: public education and outreach; public participation/ involvement; illicit discharge detection and elimination; construction site runoff control; post-construction runoff control; and pollution prevention/good housekeeping.
3. The program must identify the City's selection of Best Management Practices and measurable goals for each minimum measure in the permit application.

Currently, the City of Bryan is in the process of developing this program. The Texas Natural Resource Conservation Commission will issue general permits for Phase II-designated small MS4s and small construction activity by

December 9, 2002. The City must obtain permit coverage within 90 days of permit issuance (March 2003) and must fully implement the storm water management program by the end of the first permit term, typically a 5-year period.

#### Implementation

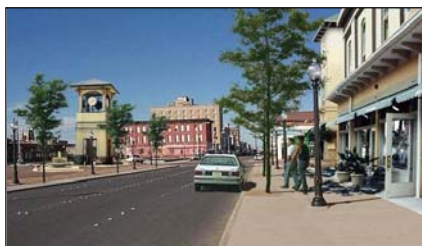
During the last two years, the City has undertaken a number of projects and activities to implement the Comprehensive Plan. As suggested in the Implementation Resource Guide, the implementation process during this time has been “aggressive yet realistic” in utilizing the various tools to carry out the Plan. This report outlines a number of the initiatives that have been underway during this time: specific area master plans for Downtown Bryan, Central Business Corridor, and South College, (which will eventually be incorporated into the Comprehensive Plan as separate Resource Guides) the annual Plan of Work for the Planning & Zoning Commission, amendments to development ordinances, and development activity.

**Downtown Bryan Revitalization Plan.** The revitalization of Downtown Bryan was identified as a major objective of the Comprehensive Plan. In 1999, an internal staff committee was assembled to identify initiatives and formulate an initial “plan of action”. A report of these initiatives was presented to the City Council, and funding approval was obtained to hire a consultant to prepare the first-ever comprehensive master plan for Downtown Bryan.

On November 14, 2000, a team of consultants led by LRK, Inc. of Nashville, Tennessee was awarded a contract to prepare the Plan. In order to gather public input on the project, a series of public forums, advisory committee

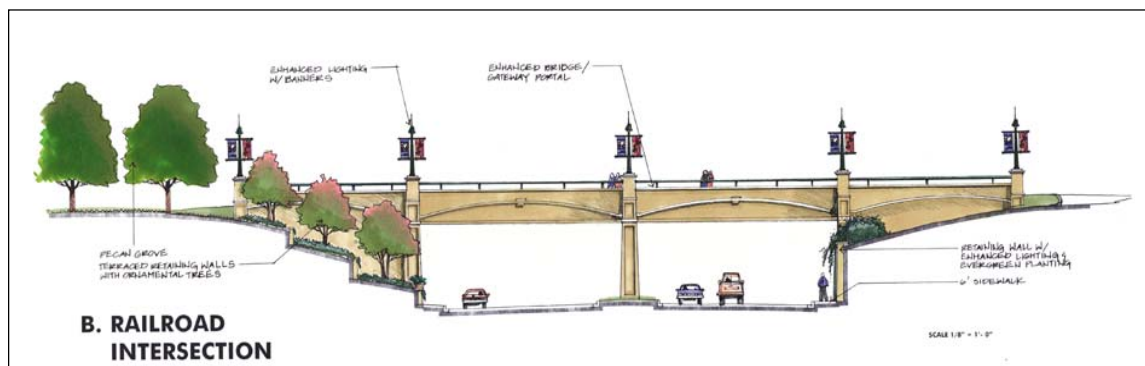
meetings, a design charrette (resulting in preliminary concept plans for streetscaping, land uses, and gateways), a marketing survey (receiving over 500 responses from citizens all over the Brazos Valley), and individual leadership and stakeholder meetings were conducted from November 2000 through the summer of 2001, with City Council adoption anticipated for September 2001.

The Master Plan provides specific guidance and direction on appropriate land uses, business mix, marketing, funding strategies, public input, revitalization program management, and infrastructure. Approximately \$2.5 million is earmarked within the Fiscal Year 2001 Budget for design and construction of Downtown infrastructure improvements this year.



*Proposed "Gateway" for Downtown Bryan.*

**Central Business Corridor Study.** The Bryan Business Council (BBC) has long been interested in the renaming and creating of an identity for the Briarcrest/Villa Maria Corridor. During the Comprehensive Plan process, this roadway was designated the “Central Business Corridor” (CBC), as it now connects the core of Bryan’s business community to our main growth areas on the east and west. On November 14, 2000, a contract was awarded to RTKL, Inc. of Dallas to prepare this study. Over a six-month period, the CBC Study involved input from businesses, residents, and property owners along the CBC, in coordination with TxDOT in order to promote and advance the future widening of FM 1179.



*Figure 6: Grade separation at Villa Maria/Finfeather Road.*

The Study includes design standards for a new Corridor Overlay zoning district, and a recommendation to rename the Corridor to “Briarcrest Parkway”. Other recommendations are included for specific gateway treatments and enhancements, which are being integrated into TxDOT’s design of the Villa Maria/Finfeather Rd. grade separation project (Figure 6). The Study has been approved by the Bryan Business Council and Planning & Zoning Commission, and is anticipated for City Council adoption in September 2001.

South College Avenue Revitalization Plan. In Spring 2001, Brazos Transit District and the City of Bryan entered into an interlocal agreement to prepare the South College Avenue Revitalization Plan. The Plan outlines a land use and streetscape design strategy for South College as the historical connection from Downtown Bryan

to the main campus of Texas A&M University. It also creates a potential to leverage federal transit dollars with local matching funds to rebuild and enhance the existing roadway. The project is currently within the public input phase, involving a series of public forums and advisory committee meetings during Summer and Fall of 2001, with completion anticipated for December 2001.

The City of Bryan just completed the first rehabilitation segment of South College from 28th Street to a point past 29th Street in the Downtown Bryan area using TxDOT urban renewal funds. On February 27, 2001, a professional engineering services contract was awarded to Freese & Nichols, Inc. for the design of street, water, and sewer line replacements to the section of South College Avenue from 31st Street to the “bend” near Texas Avenue.

Table 4: Plan of Work Planning & Zoning Commission 1999–2001

Completed Projects	Status
Manufactured Housing	Adopted ordinance standards for new manufactured home parks, effective 1/1/00
Parkland Dedication Ordinance	Adopted standards for new parks, effective 7/7/00
Overlay Districts Subcommittee – FM 158	Adopted ordinance standards for FM 158 from Villa Maria to the eastern City Limits, effective April 2000
Sidewalks – Subdivision Development Ordinance Amendment	P&Z approved recommended ordinance amendment to City Council on 10/5/00; Adopted by Council on 11/14/00
Rural Subdivisions – development standards	Provision for rural subdivisions was included in revised Subdivision Development Ordinance adopted by Council on 11/14/00
Neighborhood Office Ordinance	Adopted Initial Ordinance, effective 1/1/00 Adopted Amended Ordinance, effective 8/14/01
Temporary Commercial Structures	Adopted Ordinance, effective 1/1/00
CUP Appeals Process	2 <sup>nd</sup> Reading of Ordinance anticipated for 8/14/01
Setback Variances Ordinance	Adopted Ordinance, effective 6/2001
Ongoing Projects	Status
Manufactured Housing	Next steps: Standards for existing parks, homes on single MU-1 lots, RV Parks
Highway 47 Overlay District	Subcommittee developed preliminary standards; next step: hold public meetings with property owners.
Central Business Corridor Overlay District	Subcommittee working on overlay standards. CBC Plan slated for Council adoption in August 2001.
Highway 21 Overlay District	Code Enforcement Task Force presented strategy to P&Z on May 3, 2001
South College Avenue Overlay District	Recommendations provided in South College Revitalization Plan – anticipated for completion in December 2001.
Access & Off-Street Parking Ord.	Initial review at May 24, 2001 P&Z Workshop
Review Zoning Map for consistency with adopted Land Use Plan	Initial review at May 24, 2001 P&Z Workshop
Open Storage/ Salvage Yards Ordinance	In Legal Review
Create zoning district for Rural Estates	Begin Fall 2001
Create Light Manufacturing / Research & Development zoning district	Feasibility study with Bryan Business Council for Class A Business Park – Completed Summer 2001
Review Downtown zoning district, coord. with Historic Landmark Commission on possible West Side Historic District	Recommendations will be provided in Downtown Bryan Revitalization Plan, anticipated adoption in September 2001.



PLANNING & ZONING  
COMMISSION PLAN OF WORK .  
Table 4 outlines the completed and on-going implementation initiatives that the Planning & Zoning Commission has undertaken since adoption of the Comprehensive Plan.

DEVELOPMENT ACTIVITY  
1999–2000 .  
(refer to figure 7). A significant amount of development has occurred in Bryan in the last couple of years. Comparative data reveals that development trends have remained relatively stable during this time. Table 5 illustrates the total number of development cases handled during this period, and site plans were once again the most frequently processed cases.

In addition to the raw number of cases that have been processed during these periods, by looking at the number of final plats and replats, it is possible to see how many new residential lots have been added to the City of Bryan. For example, from the period of August 2000 through August 2001, a total of 204 residential lots were platted within the City, and 70 lots in the Extraterritorial Jurisdiction (ETJ). Table 6 provides a complete breakdown of residential lots that have been platted both inside and outside the City limits.

As Table 7 demonstrates, rezoning continues to play an important role in the development activity for the City of Bryan. During the August 2000-2001 period, there were 12 rezoning cases accounting for 865.78 acres. Out of this, 97 percent of the acreage was rezoned to more permanent zoning classifications.

Table 5  
Development Activity August 1999 – August 2001

Case Type	August 1999 through August 2000	August 2000 through August 2001	Total
Alley Closing	9	3	12
Amending Plats	4	14	18
Conditional Use Permits	30	12	42
Easement Release	1	0	1
Exceptions	2	4	6
Final Plats	26	23	49
Master Plans	3	6	9
Replats	14	20	34
Rezoning	17	12	29
Street Closings	2	7	9
Site Plans	65	58	123
Variances	18	12	30
Total	191	171	362

Table 6  
Subdivision Plats and Lots August 1999 – August 2001

Category	August 1999 through August 2000		August 2000 through August 2001		Total
	Final Plats	Replats	Final Plats	Replats	
Residential Cases	19	4	13	11	47
Residential Lots:					
City Lots	363	8	134	76	581
ETJ Lots	93	2	70	2	167
Total	456	10	204	78	748

Table 7  
Rezoning Cases August 1999 – August 2001

Categories	August 1999 through August 2000	August 2000 through August 2001	Total
<b>Cases:</b>			
Recently Annexed Property	5	1	6
Cases Approved	16	10	26
Cases Denied	1	0	1
Pending Council Decision	0	2	2
Total	17	12	29
<b>Acreage:</b>			
Total Acres Rezoned	802.66	865.78	1668.44
Acres of A-O Rezoned	268.89	836.82	1105.71
Percent of Total Acreage Rezoned from A-O	33%	97%	66%

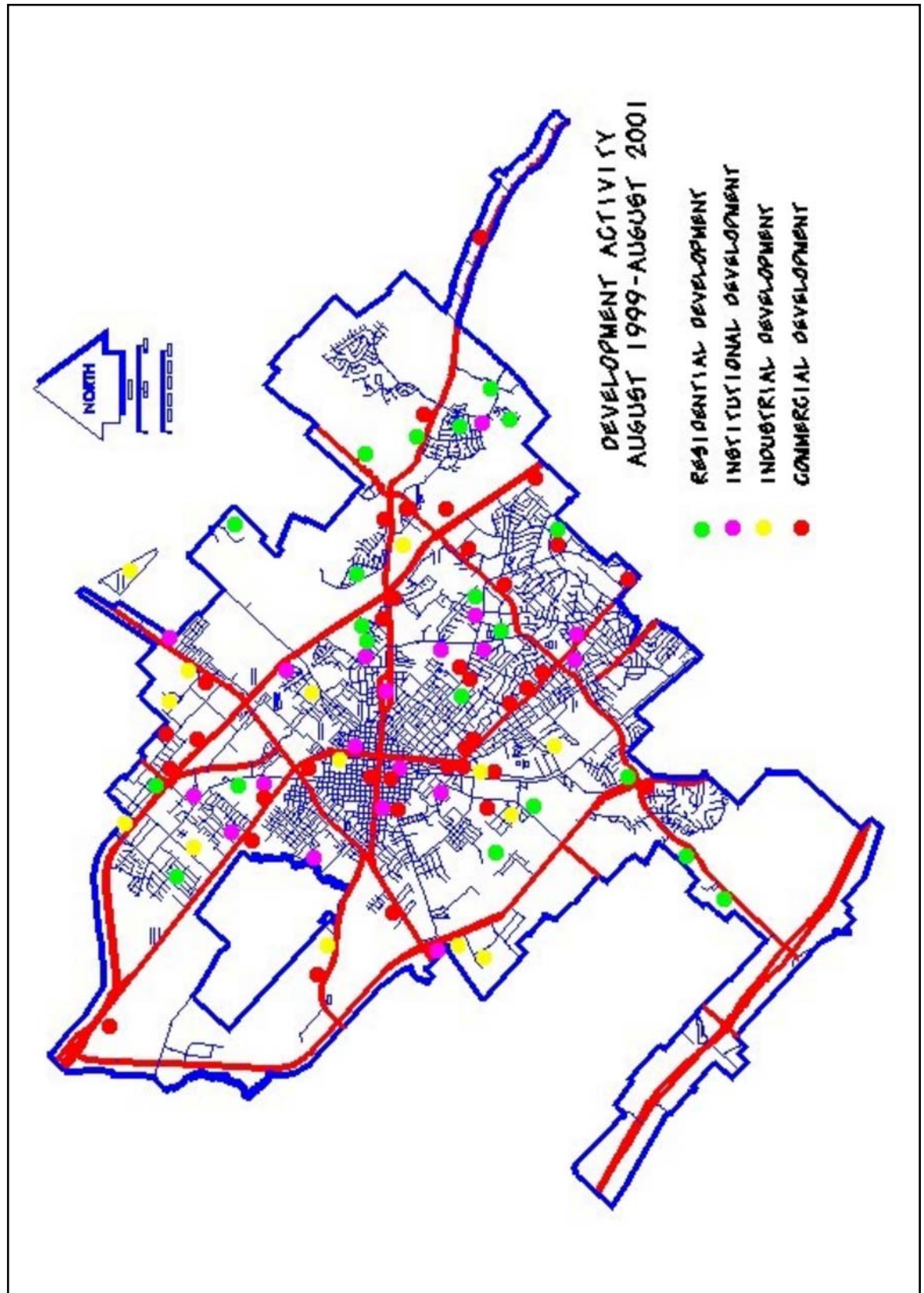


Figure 7: Development Activity, August 1999-2001.

#### TEXAS APA COMMUNITY OF THE YEAR AWARD

On November 3, 2000, the City of Bryan received the 2000 Community of the Year Award from the Texas Chapter of the American Planning Association for its achievements in planning-related activities over the three-year period of 1997-2000. Selection for the award was based on five criteria: innovation, transferability, quality, implementation, and comprehensiveness. More specifically, the Award recognized the City of Bryan for its excellence in areas listed below.

- |  |  |
|--|--|
| n Comprehensive Plan, Policy Governance, a renewed focus on Downtown     | n Streamlined development review processes |
| n Designation of the Central Business Corridor (Villa Maria/ Briarcrest) | n The Developer's Guide Web Site.          |
| n Tax increment financing (TIF) strategies to foster orderly growth      | n Ordinance revisions to...                |
| n Annexation to plan for orderly growth in surrounding areas             | o subdivision regulations                  |
| n In-fill developments such as Cedar Crest Subdivision                   | o manufactured housing                     |
|  | o wireless telecommunications              |
|  | o parkland dedication                      |
|  | o corridor overlay districts               |

## CONGRATULATIONS TO THE CITY OF BRYAN

★ TEXAS CHAPTER  
AMERICAN PLANNING  
ASSOCIATION ★



★ "COMMUNITY OF THE YEAR" ★

## APPENDIX A: Status of Comprehensive Plan Actions

<i><b>Comprehensive Plan Actions</b></i>	<i><b>Current Status</b></i>
<i>GOAL 1, Objective A, Action 1:</i> Indicate on the Future Land Use Plan the generalized distribution and location of uses.	<i>COMPLETE (refer to Land Use Resource Guide)</i>
<i>Action 2:</i> Monitor the changing allocations of existing land uses in relation to the ratios used to develop the Future Land Use Plan.	<i>ONGOING (Long Range)</i>
<i>GOAL 2, Objective A, Action 1:</i> Coordinate priorities for future development among City departments, Planning and Zoning Commission and City Council to be reflected in the annual Capital Improvements Program (CIP).	<i>Priorities for future development is coordinated among departments and the City Council during the annual budget process.</i>
<i>G2, OB, Action 1:</i> Initiate permanent zoning for areas presently zoned A-O Agriculture.	<i>The City initiated permanent zoning and revised land use strategies for two areas: North Highway 6 East Bypass, and the Highway 47 Corridor (refer to revised area land use plans).</i>
<i>Action 2:</i> Create new classifications or differentiation of existing Industrial zone into two or more districts.	<i>The Bryan Business Council conducted a feasibility study for a Class A Business Park in Bryan. If endorsed by the Council, this effort would involve the creation of a Light Industrial zoning classification.</i>
<i>Action 3:</i> Create site development standards for manufactured housing in MH parks and subdivisions.	<i>Development standards for new manufactured home parks was adopted on January 1, 2000. A subcommittee of the Planning &amp; Zoning Commission is now working on standards for existing manufactured home parks and subdivisions.</i>
<i>Action 4:</i> Create site development standards for warehouse/distribution uses.	<i>Standards for warehouse/distribution and entertainment uses have been developed within the Central Business Corridor Study and the Downtown Master Plan. However, these standards have not yet been put into ordinance form.</i>
<i>Action 5:</i> Create site development standards for entertainment areas.	
<i>G2, OC, Action 1:</i> Update Capital Improvements Program so extension of services implements & supports Future Land Use Plan.	<i>Infrastructure master plans for water, wastewater, and storm drainage are currently being developed in accordance with growth projections as illustrated on the Future Land Use Plan. Capital Improvements Program plan will come from these studies.</i>
<i>Action 2:</i> Develop strategies for encouraging in-fill development.	<i>The following strategies and incentives for encouraging in-fill development have been used during the past several years: fee waivers, conveyance of city-owned property, identification of infrastructure needs, and abandonment of easements and rights-of-way that hinder development possibilities.</i>
<i>Action 3:</i> Provide incentives for residential development in mature areas.	
<i>GOAL 3, Objective A, Action 1:</i> Allow facilities (recreational and cultural) as a permitted or special use in zoning districts in which they may not be generally permitted, but in cases where they would be compatible.	<i>On June 18, 2001, the City of Bryan submitted an application to TxDOT for a Statewide Transportation Enhancement Program (STEP) grant for the Bryan Cultural Corridor. The Corridor would provide for pedestrian streetscape enhancements to connect the new Visitor's Center / Coulter-Hoppess Center to the Carnegie Library in Downtown Bryan. The \$3-million project would also involve a new public plaza and enhanced rail crossings in the area of the Children's Museum, Bryan Public Library, and the proposed Downtown Parking &amp; Transit facility. Notification of grant status will be received in January 2002.</i>
<i>Action 2:</i> Establish a zoning district or overlay district for hospital and medical office use in the Medical Center area.	<i>Staff is working with a subcommittee of the St. Joseph's Regional Health Center regarding long-range plans for the Medical Center area.</i>
<i>Action 3:</i> Investigate partnership opportunities with public, quasi-public, and non-profit organizations for developing facilities.	<i>STEP application (referred to above) involved partnerships with the Children's Museum, Union Pacific Resources, and Brazos Beautiful.</i>
<i>G3, OB, Action 1:</i> Develop design standards for off-street parking serving commercial, recreational, cultural, industrial, and community facilities.	<i>The Central Business Corridor (CBC) Study includes design standards for off-street parking that relate to a broader strategy of linking with other public facilities such as sidewalks and public transportation. The current South College Corridor Plan is addressing bikeway facilities to serve the area through Cavitt Street.</i>
<i>GOAL 4, Objective A, Action 1:</i> Develop strategies for commercial and residential redevelopment.	<i>The Downtown Master Plan includes strategies for encouraging redevelopment (refer to executive summary of the Downtown Master Plan)</i>
<i>Action 2:</i> Review existing zoning districts and designations to identify needed revisions to support and encourage viable commercial areas.	<i>The commercial zoning districts have been reviewed for Downtown, Central Business Corridor, and currently for the South College Corridor.</i>
<i>G4, Objective B:</i> Unify the various downtown development plans into a master plan for Historic Downtown Bryan and the CBC.	<i>The CBC plan is anticipated for adoption on August 14, 2001; the Downtown Master Plan is anticipated for adoption in late September 2001.</i>
<i>G4, OB, Action 1:</i> Continue improvements to the appearance and utility of downtown and the CBC in accordance with a master development plan.	<i>There have been several projects completed or currently underway in accordance with these plans: La Salle Hotel and Plaza, Main Street Rehab (28th &amp; 29th St. intersections), the Bryan Cultural Corridor (26th St. from Visitor's Center to Carnegie Library), and Villa Maria grade separation (participation with TxDOT on design enhancements).</i>
<i>Action 2:</i> Continue participation in Texas Main Street and other revitalization programs.	<i>Recommendation is included in the Downtown Master Plan to support the creation of a non-profit Downtown association to oversee revitalization programs.</i>
<i>Action 3:</i> Utilize the Existing Building portions of the Building Code to provide flexibility for appropriate construction and reconstruction standards for older buildings.	<i>Recommendations are included in the Downtown Master Plan.</i>
<i>Action 4:</i> Utilize the Parking Ordinance to ensure appropriate requirements for mixed use development and off street parking, including shared parking and joint use parking areas.	
<i>Action 5:</i> Encourage adaptive reuse of existing vacant or underutilized buildings through building code provisions and financial incentives.	



## LAND USE (continued)

<b><i>Comprehensive Plan Actions</i></b>	<b><i>Current Status</i></b>
<i>Action 6:</i> Improve the streetscape by adding period street lights, benches, and landscaping and other amenities.	<i>Recommendations are included in the Downtown Master Plan.</i>
<i>Action 7:</i> Support retention and expansion of existing businesses.	
<i>G4, OC, Action 1:</i> Consider establishing Public Improvement District(s) supported by a special assessment or sales taxes for Historic Downtown Bryan.	<i>Recommendations are included in the Downtown Master Plan.</i>
<i>G4, OD, Action 1:</i> Consider establishing Public Improvement District(s) supported by special assessments for non-residential property or sales taxes for the CBC and other commercial corridors.	<i>Recommendations are included in the Central Business Corridor Study.</i>
<i>GOAL 5, Objective A, Action 1:</i> Improve and expand business and industrial parks in appropriately zoned areas.	<i>The Bryan Business Council coordinated improvements &amp; expansions to Bryan Business Park. Other areas of business expansion: Park Hudson &amp; Brazos County Industrial Park.</i>
<i>G5, OB, Action 1:</i> Use the Capital Improvements Program to encourage industrial development through the extension of services to industry in appropriately zoned industrial areas.	<i>Extension of services to Park Hudson are being provided through a tax increment financing (TIF) district, established in 1999.</i>
<i>Action 2:</i> Utilize 4A/4B economic development sales tax as incentives to attract desirable industrial development.	<i>Not Completed</i>
<i>GOAL 6, Objective B, Action 1:</i> Consider appropriate lots sizes and floor area ratios for medium density housing.	<i>The City of Bryan's Community Development Division worked with four different housing developers to encourage appropriate lot sizes and adequate floor ratios for medium density housing assisting with a minimum addition of twenty housing to the housing stock. In addition, Community Development developed and implemented Cedarcrest, a planned subdivision with a goal of thirty six homes.</i>
<i>Action 2:</i> Work with nonprofit organizations dedicated to providing housing opportunities for Bryan residents.	<i>The City of Bryan's Community Development Division collaborated with area wide non profits such as Habitat for Humanity, the Brazos Valley Council on Government, Twin City Mission, MHMR The Choice program, and B.V.C.A.A.'s weatherization program to provide citizens with homeowners rehabilitation, re-construction, first time home buyer's program, rental assistance, and home owner's weatherization program. These programs offers citizens many housing opportunities for homeowner's financial counseling, home maintenance, homeownership, and energy saving ideas to assist in maintaining and increasing quality, affordable housing</i>
<i>Action 3:</i> Encourage a quality market for development of affordable rental housing units.	<i>The City of Bryan's Community Development Division provided technical assistance to two housing developers for low income housing tax credit applications. Both private and non-profit, these developers will reach a wide range of housing needs from single family residential to housing for the elderly.</i>
<i>GOAL 7, Objective A, Action 1:</i> Promote use of floodplain as natural areas and preserves for wildlife, plants and as open space buffers between incompatible land uses.	<i>The Site Development Review Committee (SDRC) encourages the floodplain to be used as park land and open space. The Parks and Recreation Division endeavors to connect parks through different subdivisions which emphasis on floodplain dedication could facilitate. (Examples: Allen Park, Park Hudson, Miracle Place, Austin's Colony.)</i>
<i>Action 2:</i> Coordinate stormwater management plan with Brazos County and College Station.	<i>Favorable discussions have taken place over several months concerning Carters Creek basin and participation from Brazos County and College Station. Unfortunately, latest discussions indicate budgets may not allow for participation. College Station will be invited to give input on the upcoming updating of the COB Drainage Design Guidelines.</i>
<i>G7, OB, Action 1:</i> Implement stringent floodplain development standards and requirements.	<i>We are updating our Drainage/Floodplain Ordinance and will discuss additional measures above the base FEMA ordinance.</i>
<i>GOAL 8, Objective A, Action 1:</i> Identify areas that are feasible for annexation. <i>Action 2:</i> Prepare a three-year annexation plan.	<i>No future city-initiated annexations have been identified at this time (over 6,000 acres were annexed in 1999).</i>

## TRANSPORTATION

<b><i>Comprehensive Plan Actions</i></b>	<b><i>Current Status</i></b>
<i>GOAL 1, Objective B, Action 1:</i> Provide three major north-south arterial streets traversing Bryan and College Station which will have the following characteristics: Provide for the flow of traffic with speeds of 45 to 55 mph; Provide for limited access to adjacent property; Provide for grade separation at major east-west arterial street intersections and railroad crossings.	<i>Refer to Transportation Resource Guide</i>
<i>Action 2:</i> Provide a fourth arterial street (Texas Avenue) which will provide immediate access to historic downtown Bryan with a flow of 45 mph made possible by synchronized traffic signals and turn bays.	<i>COMPLETE</i>
<i>Action 3:</i> Adopt and implement the Wellborn Road Corridor Plan.	<i>The Villa Maria Grade Separation project (TXDOT) is scheduled for bid let in August 2002.</i>

## TRANSPORTATION (continued)

<i>Comprehensive Plan Actions</i>	<i>Current Status</i>
<i>Action 4:</i> Optimize traffic flow (through traffic light timing) in order to encourage commuter traffic off of Texas Avenue and onto the north and south thoroughfares and synchronize traffic signals on all major E-W arterials and Texas Avenue.	<i>COMPLETE</i>
<i>Action 5:</i> Provide timely installation of “synchronize timed” traffic signals at intersections meeting signal warrants.	<i>ONGOING (Long Term.) This process is usually conducted in a timely manner however, the installation of traffic signals are based on budget approval.</i>
<i>Action 6:</i> Construct the Villa Maria Grade Separation to eliminate the existing at-grade railroad crossing at the intersection of West Villa Maria and Finfeather Road.	<i>The Villa Maria/ Wellborn Road Grade Separation project (TXDOT) is scheduled for bid let in August 2002.</i>
<i>Action 7:</i> Adopt and implement a plan to transition FM 2818 to a limited access highway and eliminate all left turns, eliminating at-grade railroad crossings at Wellborn Road.	<i>ONGOING (Long Term)</i>
<i>Action 8:</i> Investigate the need to establish a policy designating thoroughfare routings for hazardous materials transport.	<i>It is included within the scope of the Downtown Master Plan to designate truck routes appropriately through the Downtown area.</i>
<i>Action 9:</i> Develop, adopt, and implement a South College Avenue Corridor Plan.	<i>The South College Revitalization Plan was initiated in Spring 2001 in cooperation with Brazos Transit District. Estimated project completion is December 2001.</i>
<i>Action 10:</i> Extend Beck Street to FM 2818 and potentially to SH 47 to provide improved E-W access to historic downtown Bryan.	<i>The Beck Street extension was included in a recent engineering study by Thompson Professional Group, presented to City Council on June 13, 2000. No action has been taken.</i>
<i>Action 11:</i> Improve Briarcrest/Villa Maria between SH 30 and SH 47 to alleviate traffic congestion and improve E-W mobility along this major business corridor.	<i>Recommendations are included in the Central Business Corridor (CBC) Study, which is scheduled for adoption in August 2001.</i>
<i>Action 12:</i> In cooperation with Brazos County and the City of College Station, work with the Bryan/College Station MPO to develop and adopt a Hazardous Materials Transportation Plan for the Bryan-College Station area.	<i>The Local Rail Economic Feasibility and Location Study is currently being conducted by Carter &amp; Burgess, Inc. for the Bryan-College Station Metropolitan Planning Organization (MPO). Transport of hazardous materials through Bryan-College Station was part of the impetus for this Study.</i>
<i>GI, OC, Action 1:</i> Require new off-street parking to avoid incursion into walkways and street rights-of-way.	<i>ONGOING (Long Term). The Downtown Master Plan includes recommendations for on and off street parking that will tie-in with pedestrian walkways.</i>
<i>Action 2:</i> Arterial streets with severe traffic service deficiencies should be investigated for elimination of existing on-street parking to improve traffic capacity and reduce congestion.	<i>ONGOING (Long Term)</i>
<i>Action 3:</i> Develop and adopt a residential parking permit program for neighborhoods that are experiencing incursion of on-street parking due to spillover from adjacent high demand areas.	<i>NOT COMPLETED</i>
<i>GI, OD, Action 1:</i> Increase coordination between the City and Brazos Transit for effective transit service planning and ridership promotion in the City of Bryan.	<i>ONGOING COORDINATION WITH BRAZOS TRANSIT;</i>
<i>Action 2:</i> Install transit shelters at major traffic generators.	<i>Recommendations also included in South College Revitalization Plan.</i>
<i>Action 3:</i> Study the feasibility of providing park-and-ride lots located on the periphery of the Bryan - College Station urbanized area adjacent to SH-6 and FM-2818.	
<i>Action 4:</i> Encourage provision of adequate taxi and limousine service to supplement transit service.	<i>NOT COMPLETED</i>
<i>Action 5:</i> Compile and implement public involvement strategies to achieve a consensus on proposed thoroughfare improvement alternatives.	<i>ONGOING (Long Term)</i>
<i>Action 6:</i> Educate the public regarding transportation issues, including public awareness of and adherence to traffic laws for all automobile drivers, bicyclists, and pedestrians.	<i>The Transportation division participated in the "Citizen Academy Awareness Program". This program covered many areas of the division's responsibilities to include the public's responsibility in the area of traffic control device functions.</i>
<i>Action 7:</i> Educate the public on rights and responsibilities of roadway users.	<i>ONGOING (Long Term)</i>
<i>GI, OE, Action 1:</i> Identify areas that are characterized by high pedestrian activity and evaluate the feasibility of creating “pedestrian zones” where pedestrians are provided with quality facilities and protected from interference from impeding vehicular traffic.	<i>On June 18, 2001, the City of Bryan submitted an application to TxDOT for a Statewide Transportation Enhancement Program (STEP) grant for the Bryan Cultural Corridor. The Corridor would provide for pedestrian streetscape enhancements to connect the new Visitor's Center / Coulter-Hopess Center to the Carnegie Library in Downtown Bryan. The \$3-million project would also involve a new public plaza and enhanced rail crossings in the area of the Children's Museum, Bryan Public Library, and the proposed Downtown Parking &amp; Transit Facility. Notification of grant status will be received in January 2002.</i>
<i>Action 2:</i> Undertake a pedestrian study which identifies the needs of the walking public, centers of pedestrian activity, and presence of or absence of pedestrian-related infrastructure. Improve access for citizens with disabilities.	<i>Staff is in the process of updating the Sidewalk and Curb Survey from 1994. In particular, major corridors are being identified for sidewalk improvements, where pedestrian traffic is greatest.</i>

TRANSPORTATION (continued)

<i>Comprehensive Plan Actions</i>	<i>Current Status</i>
<i>Action 3:</i> Review and update current City ordinances to ensure that new developments provide sidewalks and bicycle accommodations with direct connections to residential, commercial, and recreational areas and to transit stops.	<i>On November 14, 2000, the Council approved a revision to the Subdivision Development Ordinance, requiring sidewalks to be placed on both sides all urban streets, except for the bulbs of residential cul-de-sac streets. Staff is working on an additional ordinance amendment which would require sidewalks at time of commercial site plan approval.</i>
<i>Action 4:</i> Installation of continuous sidewalks as well as pedestrian crosswalks and pedestrian activated signals along major arterials at quarter-mile intervals.	<i>NOT COMPLETED.</i>
<i>Action 5:</i> Link residential neighborhoods with bikeways and pedestrian walkways.	<i>Currently being addressed by Parks and Trails Master Plan. Staff also meets on a quarterly basis with the Brazos Greenways Council to coordinate bikeway and sidewalk systems.</i>
<i>Action 6:</i> Install sidewalks along both sides of minor and major arterials and on both sides of collectors that have marked crosswalks at intersections.	<i>Standards have been revised to require sidewalks on both sides of all new streets in the City of Bryan. Placement of sidewalks along all existing major, minor and collectors has not been completed due to local budget constraints.</i>
<i>GI, OF, Action 1:</i> Install 14'-16' wide curb lanes with share-the-road signs and pavement symbols at intervals.	<i>NOT COMPLETED due to budget constraints.</i>
<i>Action 2:</i> Loop detectors for turn lane signals should be upgraded to include capability for detecting bicycles.	<i>NOT COMPLETED due to budget constraints.</i>
<i>Action 3:</i> Encourage provision of bicycle parking where car parking is required at a ratio of 1:5, where appropriate.	<i>Recommendations are included in the Downtown Master Plan and Central Business Corridor Study to encourage placement of bicycle parking.</i>
<i>Action 4:</i> Utilize any abandoned railroad right-of-way that becomes available for Rails-to-Trails improvements.	<i>Under consideration as part of The Local Rail Economic Feasibility and Location Study, conducted by the MPO.</i>
<i>Action 5:</i> Install, improve, and maintain sidewalks and designated bicycle facilities, especially in and around schools, bus stops, and commercial areas and workplaces throughout the city in accordance with Pedestrian Improvement Plan & Comprehensive Bikeway Plan.	<i>NOT COMPLETED due to budget constraints.</i>
<i>Action 6:</i> Design and retrofit appropriate roadways to accommodate bicyclists or pedestrians including bike routes and bike lanes, as appropriate.	<i>Bikeway facilities have been included in recent projects such as FM 158 widening, Copperfield, Lake Bryan, and within developments such as Park Hudson and Traditions.</i>
<i>GI, OG, Action 1:</i> Update, maintain, and enforce height hazard and compatible land use zoning ordinances for Coulter Field and Easterwood Airport.	<i>Planning staff coordinate height requirements as allowed within FAA designated flight paths adjacent to both airports.</i>
<i>Action 2:</i> Provide facilities and services for smaller general aviation and corporate aircraft, to include expanded ramp parking and small aircraft hangars.	<i>These improvements are very near completion. The new ramps have been installed and the new terminal building is approximately 85% complete. A new 10 T1-hangar building was constructed. There will be a new access driveway constructed to provide access to the new paved parking lot. Also, the taxiway and main runway will be resurfaced.</i>
<i>Action 3:</i> Provide a relaxed, yet professional, atmosphere for the recreational pilot. Continue to encourage recreational aviation facilities and services, such as soaring, skydiving, ultra-lights, and gyrocopters.	
<i>GI, OH, Action 1:</i> In cooperation with Brazos County and the City of College Station, consider forming an Advisory Council which can tap community awareness for both area airports.	<i>ONGOING (Long Term)</i>
<i>Action 2:</i> Investigate and consider creation of an airport authority by referendum and legislative action to plan, fund, and govern both community airports.	<i>Coulter Field Advisory Board</i>
<i>Action 3:</i> Promote the installation of a FAA radar approach control serving area airports. This facility would greatly improve the instrument flight rules capacity for Easterwood and Coulter Field Airports.	<i>ONGOING (Long Term)</i>
<i>Action 4:</i> Determine feasibility of improved air service.	<i>These improvements will greatly enhance the overall operation of the airport, provide airport users better accessibility and the comfort of a well constructed facility. In addition, these improvements will encourage new aviation customers to make use of the facility. Revenues will increase due to the construction of the new hangers and tie-downs.</i>
<i>Action 5:</i> Continue to promote frequently scheduled air carrier service between Easterwood and Dallas-Forth Worth, and Bush Houston Intercontinental Airports.	<i>ONGOING (Long Term)</i>
<i>Action 6:</i> Promote scheduled air carrier service to Austin Bergstrom Airport.	<i>ONGOING (Long Term)</i>
<i>GI, OL, Action 1:</i> Eliminate at-grade crossings on major thoroughfares; meanwhile, assure that effective warning signals are functional.	<i>Several at-grade crossings are currently being eliminated along 27<sup>th</sup> Street in cooperation with Union Pacific Railroad and TxDOT. Elimination of other crossings is being addressed through The Local Rail Economic Feasibility and Location Study, conducted by the MPO.</i>
<i>Action 2:</i> Assist in the implementation of educational traffic safety programs that have been created by other agencies.	
<i>Action 3:</i> Address safety hazards at railway/highway intersections.	

## MUNICIPAL SERVICES AND FACILITIES

<b><i>Comprehensive Plan Actions</i></b>	<b><i>Current Status</i></b>
<b>GOAL 1 (WATER), Objective A, Action 1:</b> Continue to monitor the water quality.	<i>We draw 75 water samples from the distribution system each month to ensure the quality of the water we deliver to our customers.</i>
<i>Action 2:</i> Identify potential sources of problems.	
<i>Action 3:</i> Participate in the development of a regional water supply plan.	<i>Previous negotiations with College Station were ended at their request. However, there appears to be some renewed interest at this time. We stand ready to participate in any plan which will benefit the City.</i>
<b>Objective B, Action 1:</b> Specifically identify deficient areas and the required improvements.	<i>The Woodville Road project is nearing completion and should resolve low pressure problems in the North Bryan area. A Distribution System Master Plan study is being conducted by Camp Dresser &amp; McKee to determine system capabilities and find areas with deficiencies and recommend improvements.</i>
<i>Action 2:</i> Include improvement projects in the Capital Improvements Program and yearly budget.	<i>Malcolm &amp; Pirnie has designed improvements to our Well Field Collection and Transmission lines, Pump Station, Cooling Towers and Storage facilities. These projects are scheduled and budgeted in our Five Year Plan and will increase our water production capability and reliability from 24MGD to 30 MGD.</i>
<b>Objective C, Action 1:</b> Identify renovation needs.	<i>The Master Plan mentioned earlier and routine maintenance are used to identify needed renovations.</i>
<i>Action 2:</i> Include projects in the Capital Improvements Program and yearly budget.	<i>CIP projects are scheduled and budgeted in our Five Year Plan.</i>
<b>Objective D, Action 1:</b> Identify the criteria to assess the water supply.	<i>Ability to meet system demands without restrictions.</i>
<i>Action 2:</i> Perform the reassessment study.	<i>A new Master Plan is being performed.</i>
<b>Objective E, Action 1:</b> Implement a program for maintenance of the distribution system.	<i>COMPLETE. Dedicated crews have responsibility for hydrants &amp; valves, meters, tap installations, and line leaks.</i>
<b>Objective F, Action 1:</b> Develop a plan to address the future service areas.	<i>The Distribution System Master Plan study will address these issues.</i>
<i>Action 2:</i> Coordinate with the private suppliers of water.	<i>The City of Bryan continues communication with representatives of the various Special Utility Districts.</i>
<b>GOAL 2 (SOLID WASTE), Objective A, Action 1:</b> Expand additional routes when required.	<i>This is an ongoing process. We constantly monitor our collection routes to ensure that all customers are provided service on their regular collection day. Routes are adjusted on a daily basis to deliver the quality of service our customers expect.</i>
<i>Action 2:</i> Continue to provide street sweeper services on main corridors.	<i>Main corridors are swept once per week.</i>
<i>Action 3:</i> Continue to provide brush and bulky trash collection	<i>Brush &amp; Bulky service is provided to all residents. One of the 2 services is provided ea. week.</i>
<b>Objective B, Action 1:</b> Work with other cities and Brazos County to identify potential new landfill sites.	<i>A new landfill site has been selected and legal proceedings are taking place to acquire the property.</i>
<i>Action 2:</i> Investigate new methods of developing, constructing, and maintaining landfills.	<i>BVSWMA collects, gathers, and presents the latest technological options in managing landfills to Bryan and College Station. As a group, decisions are made on how to proceed with landfill operations.</i>
<i>Action 3:</i> Plan for the end use of the landfill as a park or open space area.	<i>Plans for landfill end use are under consideration.</i>
<b>Objective C, Action 1:</b> Investigate and provide incentives for those who participate. One example may be to reduce the solid waste collection fee of active participants	<i>Bryan offers an incentive to residents who recycle at least one/month for 12 months. Residents who collect recycling stickers each month on their utility bill, may redeem 12 months of bills for one free month of garbage service.</i>
<i>Action 2:</i> Provide opportunities for the reuse of "green waste" as mulch and compost.	<i>All clean green (brush, yard and leaf waste) materials that are collected from curbside are taken to the Bryan Compost Facility. The materials are ground and used as feedstock materials to produce compost, a beneficial soil amendment.</i>
<i>Action 3:</i> Continue education programs that show the benefits of recycling.	<i>Bryan participates in many outreach events such as the Annual Lawn &amp; Garden Show, Planet Earth celebration, Household Hazardous Waste Collection, and Texas Recycles Day. Each event emphasizes the importance and benefits of recycling.</i>
<b>GOAL 3 (WASTEWATER), Objective A, Action 1:</b> Identify problem areas.	<i>These actions are included as part of the current Wastewater Master Plan</i>
<i>Action 2:</i> Analyze areas where new development will require additional or expanded services.	
<i>Action 3:</i> Set priorities for repair and rehabilitation.	
<i>Action 4:</i> Establish a preventative maintenance program.	
<i>Action 5:</i> Recommend major construction for inclusion in the Capital Improvements Program.	
<b>Objective B, Action 1:</b> Identify participants, including private providers.	
<i>Action 2:</i> Assess future needs and potential locations of plants to provide service to existing and new development.	



## MUNICIPAL SERVICES AND FACILITIES (continued)

<i><b>Comprehensive Plan Actions</b></i>	<i><b>Current Status</b></i>
<i>Action 3:</i> Participate in a study to determine the benefits of a regional system as opposed to a local system.	<i>These actions are included as part of the current Wastewater Master Plan</i>
<i>Action 4:</i> Recommend any major construction for inclusion in the Capital Improvements Program.	
<i>GOAL 4 (STREET MAINTENANCE), Objective A, Action 1:</i> Perform routine maintenance in a timely cost effective manner.	<i>The Transportation Division of the Public Works Department performs routine maintenance such as pothole repair throughout the year. In addition, a seal-coat maintenance contract is issued annually to extend the pavement life of streets in fair to good condition.</i>
<i>Action 2:</i> Recommend rehabilitation projects for inclusion in the Capital Improvements Program.	<i>A Pavement Management System was implemented in 2000 that provided recommendations for street rehabilitation projects to be completed over the next 5 years. Each year that list is modified pending budgetary limitations to produce that year's Capital Improvement Plan for streets.</i>
<i>GOAL 5 (STORM WATER DRAINAGE), Objective A, Action 1:</i> Complete engineering studies or drainage basins and sub-basins.	<i>The City of Bryan has currently completed floodplain studies on 2 of the 9 drainage basins in the City limits, we are currently on a plan that will complete the process of re-mapping our floodplains by 2004.</i>
<i>Action 2:</i> Include funds in the Capital Improvements Program for the recommended improvements.	<i>ONGOING (Long Term) Once the remapping of the floodplains have been complete, drainage utility fee funding will be allocated for Capital Improvements.</i>
<i>Action 3:</i> Consider a permanent long term fee structure to fund maintenance and master planning.	<i>COMPLETE - the storm drainage utility fee was implemented in 1999.</i>
<i>Action 4:</i> Develop a maintenance program to handle the incidental drainage in the neighborhood ponds and swales.	<i>NOT COMPLETED</i>
<i>Action 5:</i> Consider increasing standards above the minimum floodplain regulations required by FEMA to include zero-rise provisions.	<i>The current Flood Ordinance includes a zero-rise for encroachments into the Floodway. The base FEMA ordinance as well as our ordinance also includes a maximum of a one foot rise at any point within the floodplain fringe for encroachments. Increasing the standards above minimum FEMA regulations will be reviewed as part of the drainage ordinance updates</i>
<i>Action 6:</i> Preserve the natural environment by finding more natural solutions for design and maintenance of the floodways and floodplains. Floodplains and floodways are appropriate for recreational, pedestrian, and bikeway uses.	<i>The Site Development Review Committee encourages the floodplain to be used as park land and open space. Parks and Recreation endeavors to connect parks through different subdivisions which emphasis on floodplain dedication could facilitate.</i>
<i>Action 7:</i> Encourage the appropriate use of floodplains and floodways through policy and regulations. Provide incentives for developments that utilize the recreational values and other open space uses of the floodways and floodplains.	<i>NOT COMPLETED (currently there are no incentives) As stated above, floodplains and floodways are more costly to develop and therefore become more attractive to dedicate as parks or open space and receive parkland dedication or open space credits while maintaining the natural beauty and proper drainage of a development.</i>
<i>Action 8:</i> Consider the purchase of floodplain and floodways to assure that they are accessible while providing proper drainage.	<i>The COB does not currently purchase floodplains. Although the upfront cost may be high, the long-term benefits are great.</i>
<i>Objective B, Action 1:</i> Participate with the other governmental entities to develop the regional system.	<i>The desirability of regional detention ponds have been questioned more recently. The upcoming NPDES Phase II storm water requirements focus on the water quality issues which a regional pond may not promote. Currently, we are not pursuing regional detention ponds, but we are also not ruling them out either.</i>
<i>Action 2:</i> Include funds in the Capital Improvements Program to support the improvement need for participation in a regional system.	<i>NOT COMPLETED</i>
<i>GOAL 6 (BTU - ELECTRIC), Objective A, Action 1:</i> Wherever feasible, place overhead utility lines underground.	<i>BTU investigates the feasibility of installing new electrical underground on all new developments. It is normally more expensive for the developers to install underground electric utility lines versus overhead construction; therefore, all new developments are not installed underground due to the expense by the developer or because of other feasibility issues</i>
<i>Action 2:</i> Locate and relocate three-phase transmission lines at the perimeter of developments or along rear lot lines.	<i>Since this plan a few years ago BTU has buried one 69kv transmission line along Camelot Drive and is in the process of topping the transmission poles. BTU was able to perform this work due to a new substation being constructed which allows us to pick up more electrical load; therefore, this project will provide an economic return on our investment while being more aesthetically pleasing to our community.</i>
<i>Action 3:</i> Work with the City staff to revise development ordinances to require appropriate underground and perimeter locations for utilities.	<i>BTU is working with City staff both in the Site Review Process and on individual specific projects. Whenever feasible or economical to do so, we encourage underground or perimeter placed overhead utilities. BTU and the City Engineering department just finished working jointly on a presentation for Council during their July 2001 Retreat</i>
<i>GOAL 7 (PARKS), Objective A, Action 1:</i> Encourage regular meetings between the City and the Bryan Independent School District to keep each other apprised of new development and the opportunities for joint ventures.	<i>The City of Bryan currently has a written joint use agreement with Bryan Independent School District (BISD). We have periodic meetings with BISD when an issue arises.</i>
<i>Action 2:</i> Investigate changes to the development ordinances that encourage joint use of recreational facilities in neighborhoods in conjunction with school sites.	<i>No changes to development ordinances have been identified; however, we do encourage easy access to recreation facilities from schools, and do include that in our planning for new additions or renovations to parks.</i>

PLANNING AND ZONING COMMISSION

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Michael Cosentino	City Attorney
Mary Lynne Stratta	City Secretary
Linda Grubbs Huff, P.E	Interim Director of Development Services
Joey Dunn, AICP	Planning Administrator

FOR FURTHER INFORMATION CONTACT :  
CITY OF BRYAN PLANNING DEPARTMENT  
Bryan Municipal Building, 300 S. Texas Avenue,  
P. O. Box 1000  
Bryan, Texas 77805  
Phone: (979) 209-5030  
Fax: (979) 209-5035